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Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UWKE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn arrivals from W/Ps NEDLA, SUBIK, KOTAG, ROKLA, NEBUK and BENOL avbl for rwy 04 to LOM NA, for rwy 22 to LOM NK.

Begishevo, RUS
N 55° 33.8' E 52° 05.7' Mag Var: 11.7°E
Elevation: 643'

Public, IFR, Control Tower, Customs
Fuel: Jet, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway 04-22 8222' x 138' asphalt

Runway 04 (36.0°M) TDZE 627'
Lights: Edge, ALS
Runway 22 (216.0°M) TDZE 623'
Lights: Edge, ALS

Begishevo Tower **121.2**
 Begishevo Taxiing Ground Control **121.2** MF
 Begishevo Approach Control **127.9** At or below 13800' Non-English
 Begishevo Krug Radar **121.2**

Notebook Info

**UWKE
BEGISHEVO**

BEGISHEVO, RUSSIA

4 JAN 08 (10-2) Eff 17 Jan

STAR

UWKE
BEGISHEVO

BEGISHEVO, RUSSIA

4 JAN 08 (10-2A) Eff 17 Jan

STAR

Apt Elev
643'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940' **(2297')**

1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM.
2. When radar control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.

**RWYS 04, 22 ARRIVALS
FROM EAST**

3000' MSA
ARP

FL CONVERSION		ALT/HEIGHT CONVERSION (QFE)	
FL59	FL1800m	QNH	2940' (2297' - 700m)
FL49	FL1500m		2290' (1647' - 500m)
FL39	FL1200m		1960' (1317' - 400m)

NOT TO SCALE

CHANGES: None.

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Apt Elev
643'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL39
 FL49 if pressure is less than 742 mm (989.3 hPa)
 FL59 if pressure is 714 mm (951.9 hPa) or less
 Trans alt: 2940' **(2297')**

1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM.
2. When radar control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.

**RWYS 04, 22 ARRIVALS
FROM WEST**

455 38.8 E052 16.1

Intercept final at
1960' (1317')

— BEGISHEVO —

35.9 E052 09

A+ TL

5

14

1

X

1

1

1000

FL CONVERSION	FL CONVERSION (QFE)
FL59	FL1800
FL49	FL1500
FL39	FL1200

ALT/HEIGHT CONVERSION	QNH	(QFE)
	2940'	(2297' - 700m)
	2290'	(1647' - 500m)
	1960'	(1317' - 400m)

CHANGES: Arrivals revised

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UWKE
BEGISHEVO

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BEGISHEVO, RUSSIA

27 APR 07 10-2B

Eff 10 May

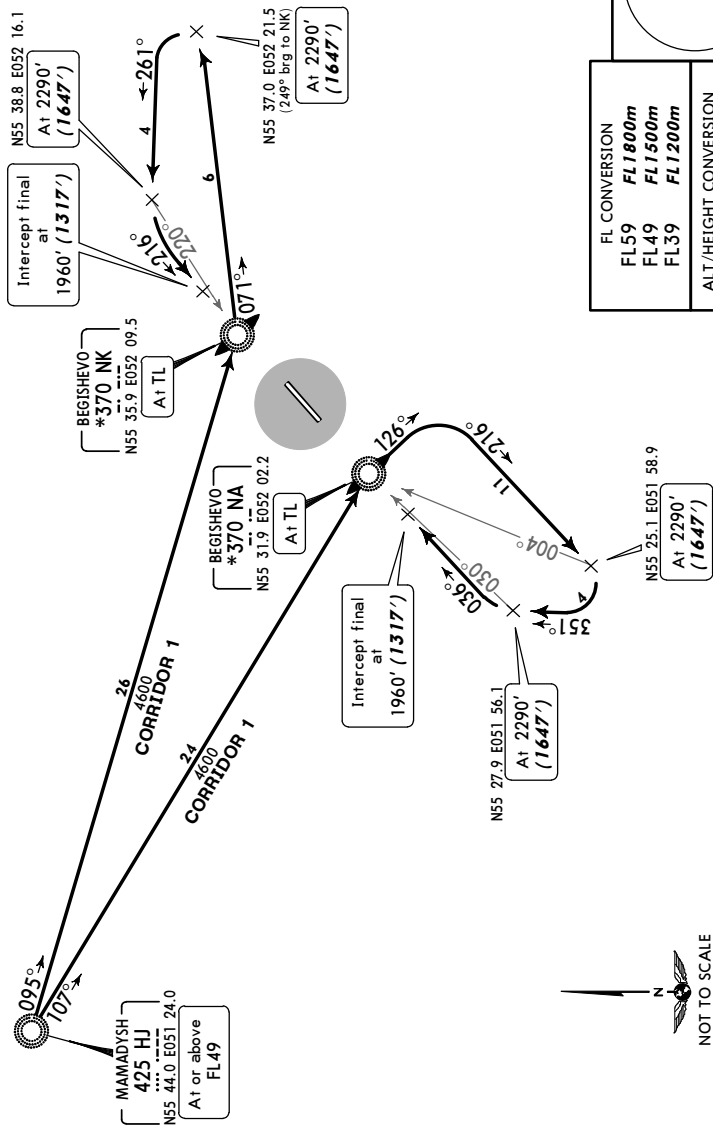
STAR

Apt Elev
643'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940' (2297')

1. When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM.
2. When radar control is not provided, the instrument approach shall be carried out via LMM (TL), then according to the rectangular traffic pattern.

RWYS 04, 22 ARRIVALS FROM NORTHWEST



CHANGES: Arrivals completely revised.

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UWKE
BEGISHEVO

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BEGISHEVO, RUSSIA

4 JAN 08 10-3

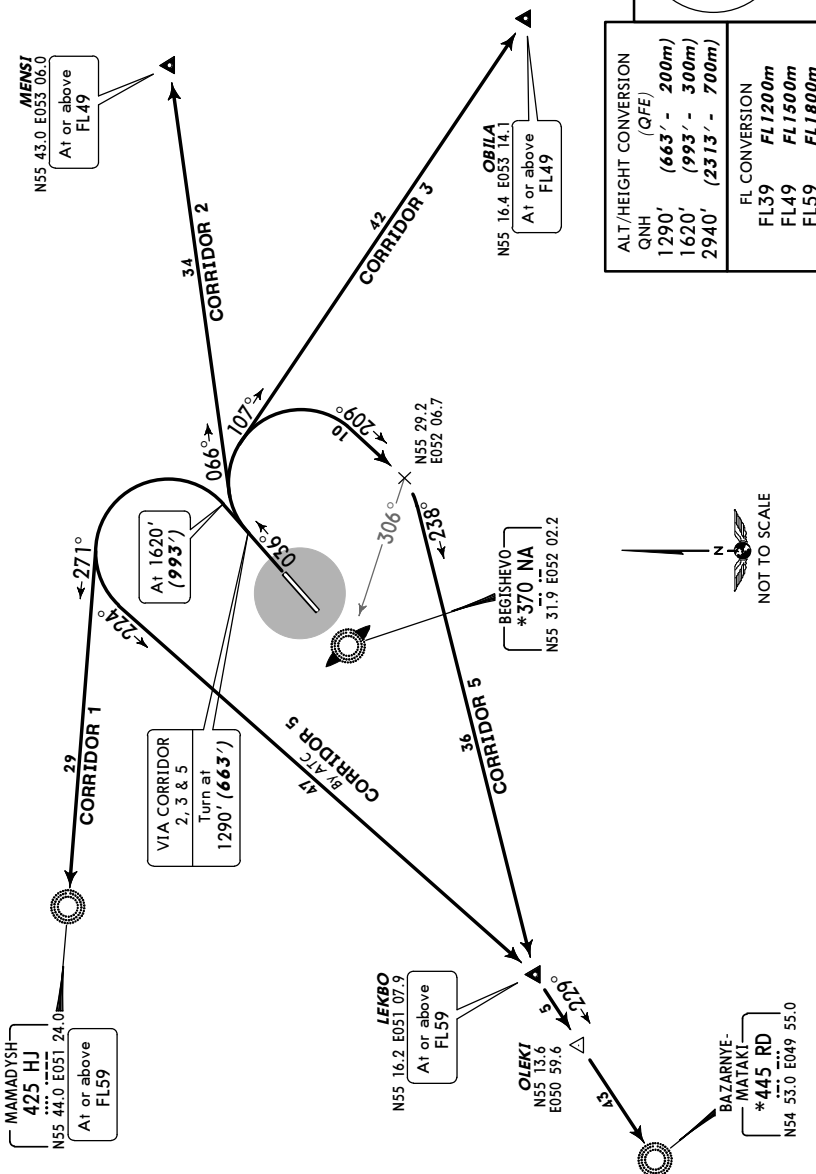
Eff 17 Jan

SID

Apt Elev
643'

QNH on request (QFE)
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940' (2313')

RWY 04 DEPARTURES



CHANGES: Departures via LEKBO revised.

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UWKE
BEGISHEVO

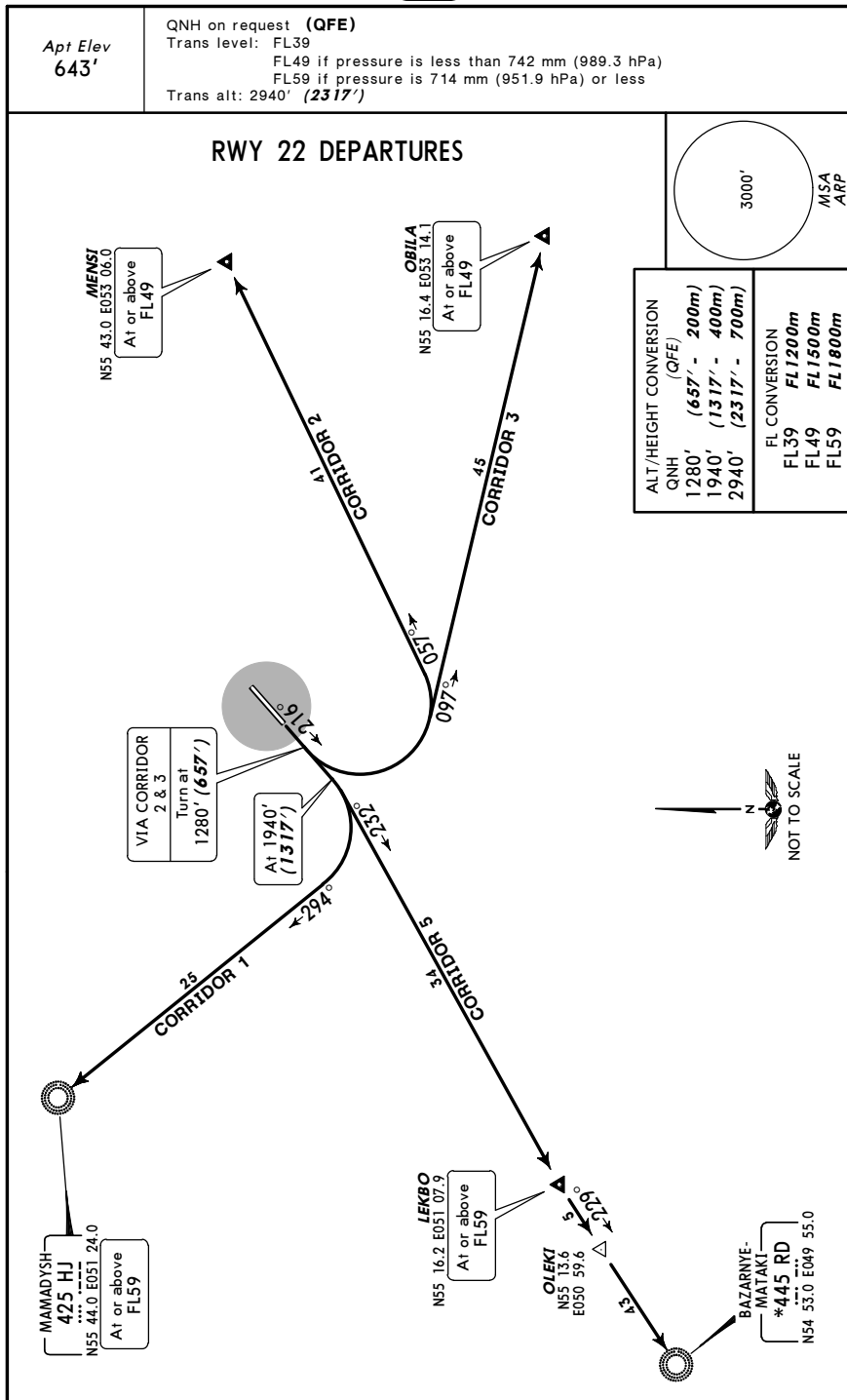
JEPPesen

BEGISHEVO, RUSSIA

4 JAN 08 (10-3A)

Eff 17 Jan

SID



CHANGES: Departure via LEKBO revised.

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UWKE

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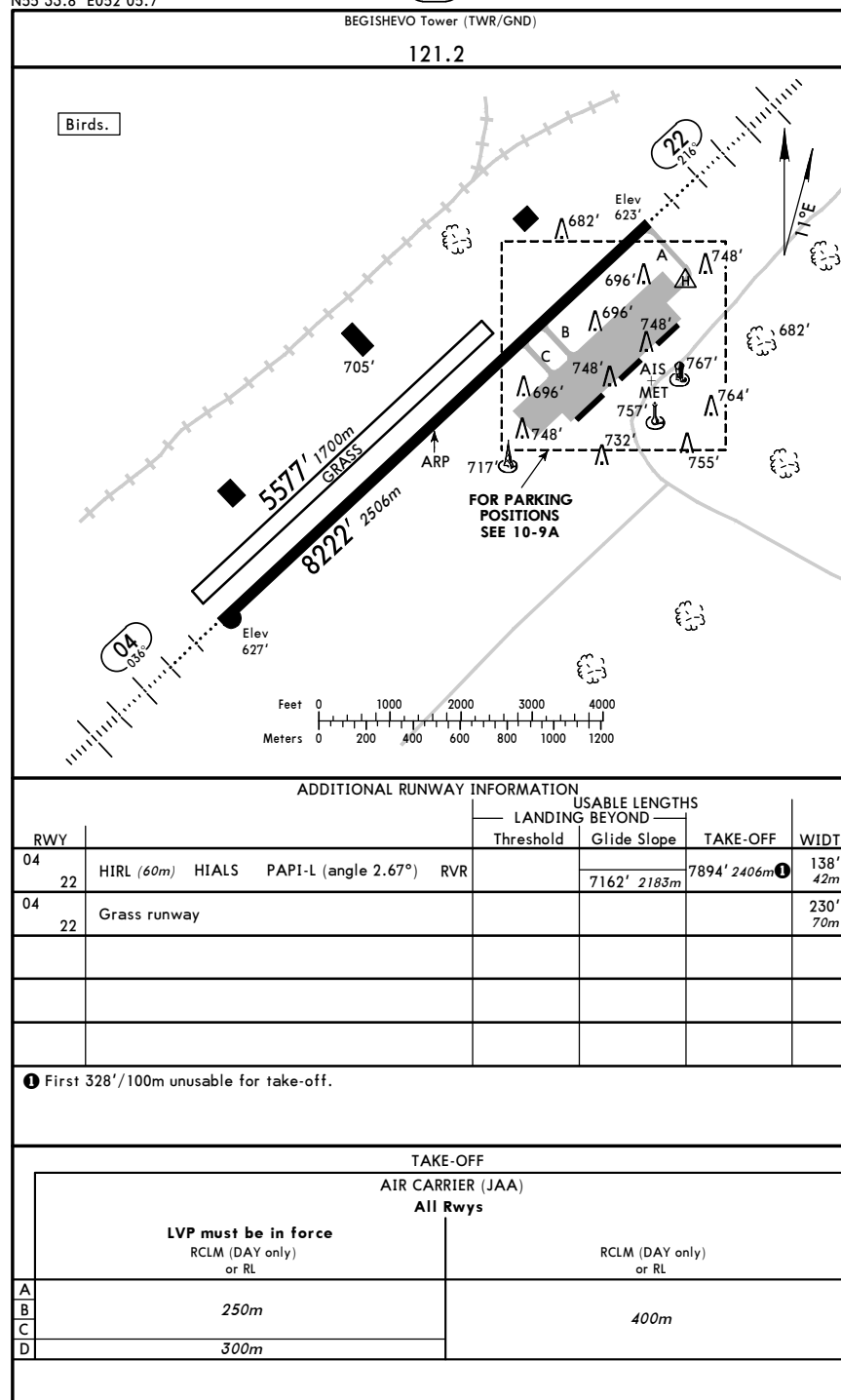
BEGISHEVO, RUSSIA

6 FEB 04 (10-9)

Eff 19 Feb

BEGISHEVO

APR ELEV 643'
N55 33.8 E052 05.7



CHANGES: Communications. Lights. Usable lengths.

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6 FEB 04 (10-9A) Eff 19 Feb

BEGISHEVO



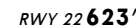
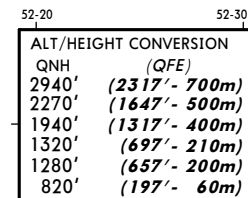
Stands 17 thru 20 available for helicopters.
Exit from stands 21 thru 25 by towing only.
Stand 26 available for run-up.
Taxiing is under inner engines power only.
Taxiing along twy A prohibited during night and
for acft IL-76.
Taxiing along twy B and C with the crews good
look-out strictly along markings.

4 FEB 05 (11-1)

ILS or 2 NDB Rwy 22

BRIEFING STRIP™ TM

MISSED APCH: Climb on 216° to 1280' (657'), then turn LEFT onto 036° climbing to 2270' (1647'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 ① Trans alt: 2940' (2317')

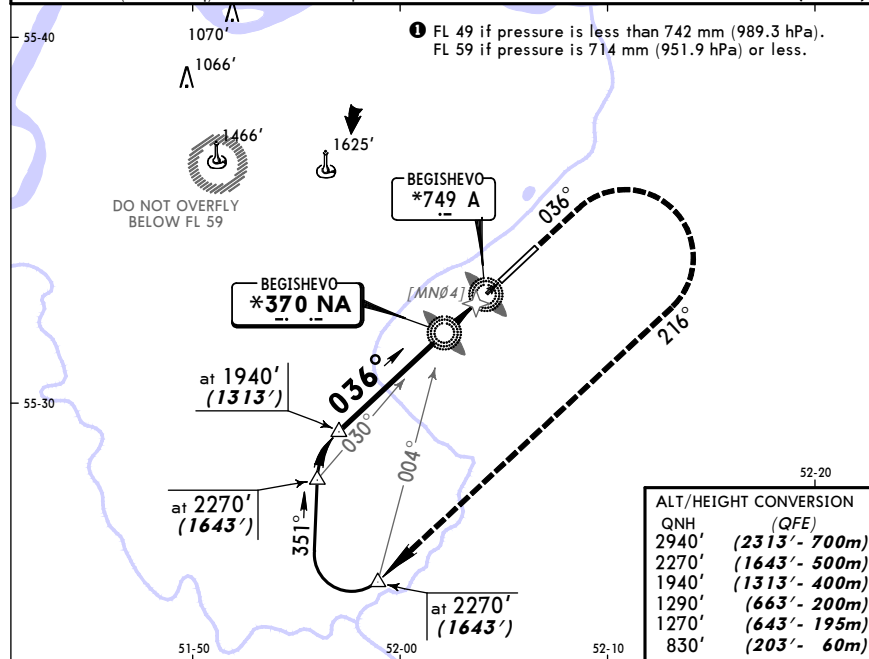
HIALS
PAPI--

PANS OPS

UWKE
BEGISHEVO
4 FEB 05 (16-1)
BEGISHEVO, RUSSIA
2 NDB Rwy 04

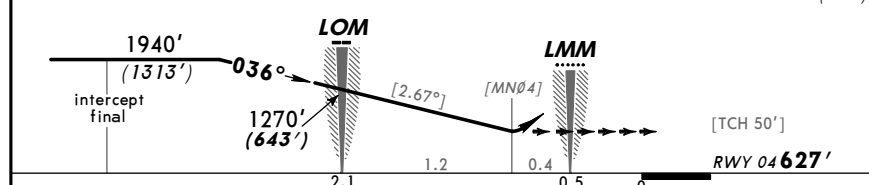
BRIEFING STRIP

BEGISHEVO Approach (APP/R) 127.9 Russian only		BEGISHEVO Tower (SRE, Krug, Start, Landing) 121.2		BEGISHEVO Tower (TWR/GND) 121.2	
NDB NA *370	Final Apch Crs 036°	Minimum Alt LOM 1270' (643')	MDA(H) 930' (303')	Apt Elev 643'	RWY 627'
MISSED APCH: Climb on 036° to 1290' (663'), then turn RIGHT onto 216° climbing to 2270' (1643'), then according to chart.					3000' MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 1 Trans alt: 2940' (2313')					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(2313' - 700m)
2270'	(1643' - 500m)
1940'	(1313' - 400m)
1290'	(663' - 200m)
1270'	(643' - 195m)
830'	(203' - 60m)

Pass LMM not below 830' (203').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1290' (663')	036°	216°	2270' (1643')
Descent grad 4.66% or	331	425	472	567	661	756	PAPI	↑	RT	↑	
Descent angle [2.67°]											

STRAIGHT-IN LANDING RWY 04

MDA(H) 930' (303')		ALS out	
A			
B	1200m		
C		RVR 1500m VIS 1600m	
D	RVR 1500m VIS 1600m		

PANS OPS